



# TALES OF THE PERSEVERANCE CLUB

By JAMES ALBERT WALES.

## THE PERSEVERANCE TRACK TEAM.

The defeat of Perseverance in the dual tennis tournament was a subject of discussion at one of the weekly meetings. The members had just voted to build a track and form a track team. Jack Henderson was addressing the meeting.

"It's easy to see what was wrong," said Jack. "The players were too confident, and they lost because they did not practice and train faithfully. Now, if we are to have a track team, its members must not be deceived into thinking that they can win simply because they wear the Perseverance colors. I should much rather we had no track team at all than one that would not train enough to insure at least a creditable record. We've got to work if we want to win!"

Jack's views were shared by all and there was a general determination to make the new team thoroughly representative of the best the club was capable of putting forth. At this meeting the regular semi-annual election of officers was held. Reuben Sawyer was elected president of the track team and Jack Henderson was unanimously elected his successor. Wilbur Wheatley was elected vice-president and George Graham secretary. Charles Henderson was elected treasurer. For his services as treasurer had made him the only worthy candidate for the position. Wilbur Wheatley was elected captain of the track team and Jack Henderson was unanimously elected his successor. Wilbur Wheatley was elected vice-president and George Graham secretary. Charles Henderson was elected treasurer. For his services as treasurer had made him the only worthy candidate for the position.

The track was to be along in shape, eight laps to the mile. At one end there was to

As soon as the track was in final condition the boys got out for practice. Every member of the club tried for at least one event, and several essayed four or five. There were sprints, distance runs, hurdles, jumpers, pole-vaulters, weight-throwers and bicycle races. Low hurdles were used in the hurdle events, as the boys were not capable of taking the higher ones with ease. The treasurer bought a 12-pound hammer, a 12-pound shot and a light discus for the weight-throwers.

Captain Wilbur formed a relay team from the four best quarter-mile runners, including himself, Reuben Sawyer, Harry Hanford and Walter Gladwin. In a relay race one member of each team runs a quarter of a mile, then touches another man who waits for him and takes up the contest, and so on till the four runners have completed the mile, the winning team being that which is represented at the finish by the leading runner. In training the team, as well as in laying out the field, the boys were advised by Mr. Stuart Foster, the young college graduate who had no kinder touched their baseball team. The boys had a shower bath and a run down with which had after each day's practice. Immediately after exercising they donned answaters, to prevent taking cold while overhauled.

Ray Rogers, the manager, received entries to the meet from members of the Dauntless Club, Golden Knights, Rangers and Invincibles, each of which clubs entered a relay team. A large crowd from the city and the surrounding country gathered to witness the contest, and each of the four visiting clubs brought a party of friends to encourage them.

Members of the five contesting clubs were chosen as officials, including a referee, judges of the finish, a starter, timekeepers, scorers and measurers. The Perseverance Club offered inexpensive silver and bronze medals for first and second places in every event, a special medal for the athlete scoring the most points, a handsome silver cup

One of the Rangers won the broad jump, at 16 feet, a member of the Dauntless Club taking second place.

In the final heat of the 100-yard dash Reuben Sawyer and Rex Ticknor got away beautifully and distanced the others in the first 15 yards. Reuben got first place in a close finish—time 11.3.5. George Graham was second, time 11.5. The winner's time was 13m. 2s. Wilbur Wheatley won the high jump with ease, clearing 5 feet 2 inches. The second man, Robinson, of the Golden Knights, could do no better than 4 feet 8 inches.

Perseverance's fourth successive first was won by Jack Henderson, who hurled the discus 78 feet, Dick Ives getting second place. The scores of the several events were now as follows: Perseverance, 13; Golden Knights, 9; Rangers, 3; Invincibles, 3; Dauntless, 2.

One of the Dauntless boys took the final heat of the 75-yard dash, beating out Sands, of the Golden Knights, in an exciting finish. Robert Van Vort won the pole vault, second place going to the Invincibles. The Golden Knights took both places in the 220-yard dash, making their total number of points 15, against 12 for Perseverance.

There were now but two events left, the two-mile bicycle race and the interclub relay race. Perseverance would have to win both to win the banner given to the club scoring the greatest number of points.

The Knights entered Weston, their crack rider, in the bicycle race. He had won prizes in a number of races, and consequently, looked upon the event as an assured victory. Charles Olmsted and George Graham, who had practiced and trained faithfully, but had never before ridden in a race, represented Perseverance. At the crack of the pistol the riders shot off in a bunch. George Graham very wisely took the lead and paced the others for nearly the entire

mile. The figure ahead of him grew nearer and nearer, and when the last lap began Wilbur was hardly a yard behind.

Soon it was the last hundred yards, and Wilbur was still unable to pass his opponent. He could see the spectators clapping in their seats and he could hear their shouts of encouragement. He felt that he must and should win, but somehow it seemed that all his strength was leaving him. He felt a dull, dead pain in his legs and his breath came in short gasps. His throat was parched and sharp pains shot through his head.

It was the last 20 yards now, and the invincible runner also was showing signs of exhaustion. Wilbur threw his head back, gritted his teeth and plunged forward to the tape with an almost superhuman effort, for his strength had left him and only his nerve was keeping him up. Just at the finish he passed his rival and threw himself across the tape into the arms of his friends, who were waiting to catch him. A scene of wild enthusiasm followed.

Wilbur did not hear the jubilant cheers of the Perseverance crowd, for he had fainted, nor did he hear the voice of the announcer declaring that Perseverance had won the meet by one point; that the Perseverance relay team had won the silver cup, and that Wilbur Wheatley had won the special medal awarded to the athlete winning the greatest number of points.

Wilbur came around nicely in a few minutes, feeling weak but happy. He smiled faintly when he heard of his club's triple victory. After a hearty supper and a good night's rest he was all right again.

The banner was hung in the clubhouse and the relay cup was put in a glass case in one corner. The boys naturally felt proud to have defended the trophies against all comers.

As the clubhouse was situated on the river's edge the boys recognized its advantages for aquatic sports. They accordingly built a pier and floats for boating and swimming, and even organized a racing crew.

## A Pretty Party Trick.

It is a very pretty trick to present a little girl with a white rose, telling her that though the flower looks pale, it will revive and glow with the blush of health if she will wear it a few hours.

In order to make your prediction true you must select not a naturally white rose, but a red one, which you have allowed in the manner illustrated in the picture—by holding it over the fumes of burning sulphur.

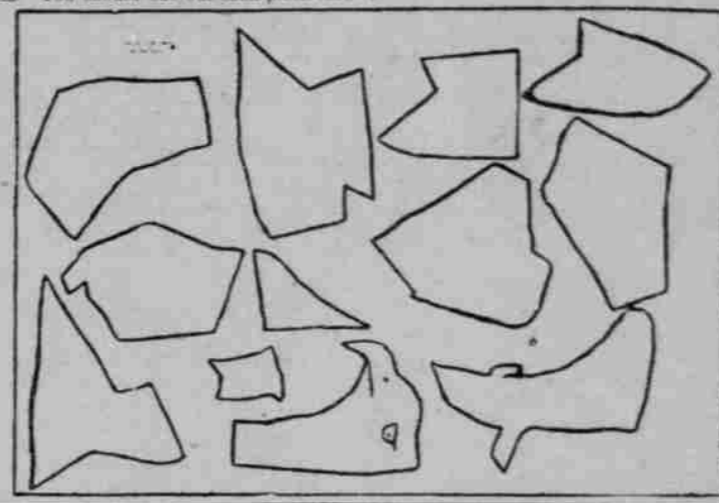
The rose can be bleached almost or quite white in this way, but the natural color returns after a few hours' exposure to the air.

## A PATCHWORK PUZZLE.

Here is a puzzle which will tax your brains to solve and which will give you a good hour of pure fun when you try it. Especially if you do it with some little friend. In the first place, the figures and their positions are so unusual and different from those you usually see that there is a lot of novelty in the ways you can arrange them. You should cut out each piece carefully

fully and then fit them all together. When each piece is in its proper place you will have a complete picture.

There are several ways of arranging the pieces and several pictures you can make out of them, and each one is very funny, indeed, as you will find when you have tried it.



## OUR WAR SHIPS.

There seems to be no good reason why everyone should not know something about the ships that are used by our government to carry on war or protect our shores.

War vessels are of various kinds, each built for a specific purpose. We have monitors, which are heavy boats that set low in the water. They are heavily armored, and are provided with powerful guns. They are not very speedy, are of light draught, and their primary purpose is to protect the coast.

Then there are our swift flying cruisers, whose business is to keep us posted as to the doings of the rest of the world and to come to the rescue of the battleships when needed. Cruisers are divided into classes—

## A Bit Of Parlor Magic.

Cut from a fourfold piece of paper an arrow-shaped like the illustration; then place this arrow on the point of a needle, vertically situated in a cork, at its center, part marked X, but without causing the needle to pierce the paper; after the cross has been properly balanced on the needle, cover the whole with a common glass, thoroughly dried.

Now get a dry woolen cloth, and by placing your hand or finger on top of the glass to insure its steadiness, rub the cloth briskly up and down the glass, at a point between the points of the cross and the pointed end

## THE SKY FAMILY: A Nature Lesson.

Take a front seat in an open car after dark and ride up town. We see the street lamps stretch far ahead till they seem to almost meet in the distance. Watch these distant lights and we see that they appear to spread apart as the car advances and then to pass on each side. We look out behind and see that they appear to be drawing closer and closer together as the car leaves them behind. This curious spreading apart in front and closing together behind can be seen any night on any long, straight street. We see the same thing from a viewpoint on the river, the shore lights separate in front and move together behind. If we were on a boat that moved so quickly and steadily that we could not decide whether it moved or not, we could tell when it moved and which way it moved by looking at the lights in front and behind.

We live on a big star called earth, and it is traveling at a tremendous speed, and yet so smoothly in the motion we can hardly believe we move at all. We look off at the lights in the sky, and then we see the stars traveling from left to right, which shows that we are moving from right to left. We are also traveling at the same time swiftly round and round the sun. We say the sun stands still while we spin around him in a giant wheel path and all the other planets fly in orbits around him, each in its own great path.

Now comes a most curious matter. Men have been studying the stars for so long that certain groups of stars in the neighborhood of the North Star appear to be spreading apart. More singular still, they think that other groups of stars on the very opposite side of the heavens appear to be coming closer together. This is just what we saw from the car on the avenue. The lights spread apart in front and closed up behind. If it is true that the stars thus appear to open in front, then the sun, the earth and all the planets must be moving off somewhere into the vast dark spaces of the sky. We do know that the sun appears to be traveling in some giant circle round some unknown center and that he is carrying us along with him. We do not know where he is bound, but we do know that we are likely to have the pleasure of his company wherever he goes.

CHARLES BARNARD.

## A New National Game.

In a certain company of grown-up and well-educated people not long ago a prize of \$100 was offered to anyone who could give a brief description, or even name the colors, of 15 different national flags. Every mem-



ber of the company tried to do it and every one failed.

Now, there is no particular advantage in a practical way, in being familiar with the flags of all nations, but there is satisfaction in knowing things, especially if they are things that the average person does not know. Is there a boy or girl among our readers, for example, that would not be glad to be able to identify every national flag on sight? This game, because of its interest, will help you to acquire this knowledge.

Like most of the instructive games, it requires some preparation. In all the large dictionaries and in many encyclopedias and gazetteers may be found all the flags of the nations, printed in colors, and they are usually printed on a page all together. Let some sheets of paper be prepared and paste the flags on a sheet of white cardboard, putting a number under each flag instead of the name of its country. Then as many sheets of paper should be prepared as there are persons to take part in the game, with numbers down the left hand margin of each sheet equal to the number of flags.

When you are ready to play the game give a sheet of paper to each player, tack the cardboard up in plain view, and draw, one half an hour, for the players to write opposite to the numbers the names of the nations that belong there. No. 1, for example, will be the United States; No. 2, Great Britain; No. 3, France; No. 4, Russia; No. 5, Italy; and so on.

When the time limit has expired let the leader of the game collect the papers and check them off by a boy, which he or she has for that purpose, and the player that has the most correct numbers wins the game. If the game is played in a small circle, it may be played with a small United States flag made of silk.

It is not necessary that the flags should be drawn in the order in which they are written, though the more neatly it be done the better.

**Filling A Well.**  
Beneath the Pump.  
The King of the Pump.  
Was out of a job when the well became dry.  
So one afternoon  
He took a lantern,  
And, searching for water, called up in the sky.  
"Hold on," he said.  
"This good old well of mine,  
And so my pocket I'll give it, you bet!"  
But, though it was stout,  
The stand wiggled out,  
And, leaving the ribs left, Beneath the well,  
He then took a boat  
With a tall water-pump,  
And came to the bottom of the well,  
But the craft wiggled,  
Gave the lantern the slip,  
And sped far away with a gasping laugh.  
Beneath the Pump.  
Was way up a stump,  
Miserably alone, was he by the pump.  
He clung to it fast,  
Like a star in the east,  
And said: "Oh, I'm knowing just what I'm about!"  
So, down in the ground,  
With a wet, wicker bucket,  
He shot like the lightning of Wounded Knee!  
And landing above,  
He thrust the poor water-pump into the well,  
And said: "I'm knowing just what I'm about!"  
LACRINE COOPER.

## A Careless Artist Puzzle Picture.



SOMETHING HAS BEEN PURPOSELY LEFT OUT OF THIS PICTURE. CAN ANY OF OUR LITTLE READERS TELL WHAT IT IS?



CHARLEY SPURTED PAST.

be a spur, so that the 100-yard dash would be run without a turn. Provision was made for jumping, pole vaulting and weight throwing.

In the center of the field a seven-foot circle was marked in whitewash for contestants in the hammer, shot and discus events. At the side of the track the boys made three jumping pits by taking up the sod and heaving the earth. One of the pits was for broad jumping and the other for pole vaulting and running high jump. About eight feet from the broad jump pit a beam three feet in length was placed in the ground for the "take-off" or start.

The track itself required a great amount of labor. After marking out its dimensions and having the sod was taken up and the entire surface graded, leveled and rolled. The corners were banked slightly to prevent the runners from taking a full speed and to prevent accidents in the bicycle races. The track was then covered with a coat of cinders and thoroughly rolled. At the side of the track the boys placed long strips of wood, upright and half buried in the ground, to retain the sod and mark the edges of the track. All this work took nearly a week, in spite of the fact that the entire club, 20 boys in all, spent three hours every afternoon at it. A contractor was hired to cart away the refuse sod and earth and to supply the cinders used on the track. His services, the cinders and other expenses brought the cost of the track to nearly \$85. However, the track was well made, and would last many seasons with proper care.

for the club winning the relay race and a banner to the team winning the greatest number of points. An entrance fee of 25 cents was charged for entries in each event, which partly paid for the prizes.

The trial heats of the 100-yard dash were run first. As there were 25 entries, four heats of five men each were run. The four second men also ran a heat, the winner of which qualified for the final with the other best winners.

At the same time the trials for the shot put were held. The field narrowed down to Alfred Davidson, George Graham, two of the Dauntless boys, and Dick Ives, of the Invincibles, all of whom had bettered 28 feet. In the final pure Dick Ives won the event, at 34 feet 4 inches, with George Graham second, at 31 feet.

The mile run was won by Jones, of the Golden Knights, Jack Henderson securing second place by a desperate sprint. The time was 5 minutes 12 seconds.

The trial heat of the 100-yard dash were run off in the same manner as the 100-yard event, leaving five men to run to the final. The quarter-mile run was won by Wilbur Wheatley, and Robert Van Vort, of the Invincibles, secured second place. Time, 58 seconds.

The 120-yard hurdle added two more names to the score of the Golden Knights, one of the Rangers being second. Perseverance failed to score in the 12-pound hammer throw, also, and both places went to the Knights. (First place counted two points and second one.)

distance. The result was that the others, remaining behind, were comparatively fresh when the sprint began.

As the bell rang for the beginning of the last lap Weston jumped his wheel to the front, with Charley Olmsted close after him. These two distanced the others immediately, for their pace was too hot to hold. Weston was slightly in the lead as they raced for the tape. Charley leaned over his handle bars, rose from his saddle and dug into his pedals in one last effort. With a magnificent burst of speed he spurted past his rival and crossed the tape a tire's width ahead, amid the frenzied shouts of the crowd.

It was now 16:15 in favor of the Knights, and the relay race would decide the meet. During the first half mile the representatives of the five teams remained close together. Harry Hanford took up Perseverance's third relay, but Dick Ives, of the Invincibles, started off at a brisk clip, which left the others behind, although Harry was slightly ahead of the other three contestants at the end of his relay. As Wilbur Wheatley touched Harry and took up the final relay, the invincible runner was yards ahead, and the other three runners were right at his heels.

Wilbur ran as he had never run before, for he realized that his club depended on him to win the race, and with it the meet. He made up his mind that he would overtake the runner ahead of him at any cost. He started to sprint the entire relay, as if it were a short dash instead of a quarter

## The Motorman And His Crank.

### A Lesson in Magnetism.

Not one boy or girl in a thousand, perhaps, understands how the motorman on a trolley car is able to control the electric current so as to increase or diminish at will the force applied to the motor. This is one of the common things that no one thinks it necessary to explain in print.

The upright cylindrical box near which the motorman stands and the crank of which he is constantly turning back and forth is the "controller." It is through that box that the current comes from the overhead wire and goes down into the motor. Attached to the inside of the box are several brushes, and in the central hollow space is a wooden cylinder, placed upright, to which is attached the crank that the motorman turns.

Around the surface of the wooden cylinder are fixed metal plates which are susceptible of being formed into various combinations of electric force. By these plates comes the supply current by means of wires that connect them with the motor. Now when the motorman turns the crank, of course, he turns the wooden cylinder, and the turning of the cylinder brings the plates, or rather a certain combination of the plates, in contact with the brushes that are attached to the inside of the controller.

The brushes receive the current from the plates and transmit it to the motor. The electric force transmitted depending on the combination of plates touched by the brushes. There are marks on the top of the controller telling the motorman how to apply greater or less force, just as the figures on a steam gauge tell an engineer how much pressure he has on his boiler.

When the motorman turns his crank to the word "off" on the top of the controller, there is no contact between the plates and the brushes, and hence no current is transmitted to the motor; when he turns it in the opposite direction as far as it will go, he puts on all the force possible. Between these two points he can regulate the force to suit his needs.

## CHANGING THE ROSE.

armored, protected and unprotected. The difference between the three classes lies in the armor plating and the weight of the guns.

The armored cruisers have a heavy plating of steel to protect their engines and ammunition. The protected cruisers are of lighter weight and greater speed, but less heavily protected by steel. The unprotected cruisers have to depend upon their cost supply for protection, as they have no steel covering. They carry lighter guns and have a much greater speed.

The duties of the gunboats are various. They are built to withstand the high seas and also to ply the rivers. These may be sent to all parts of the world. Gunboats are divided into two classes—dynamite and powder—being named for the kind of ammunition they carry.

Then there are the little torpedo boats that in former years have done such good service. These little boats, as their name implies, shoot or lay down torpedoes. They are not built to withstand shot and shell; therefore they must do their work under cover of darkness. The use of the searchlight has caused the work of the torpedo boat to become very difficult and dangerous.

The heavy fighting is done by the great fighting machines which we call battleships, which are also divided into classes, called first, second and third class. One of the best known, and therefore easiest described, is the Indiana, which has a displacement of 30,288 tons, an armor belt 15 inches thick and carries 1,000 tons of coal. It has a speed of 15.5 knots. This ship is supplied with guns of the largest size, besides rapid-firing guns and two torpedo tubes. There are other ships of this size and many but little smaller.

Then there are the great battering rams. These are built to bump with terrific force into any unprotected part of the enemy's ships. The ram Katabisha has a ramhead of cast steel extending back 11 feet in a vertical line. This is supported by superstructure braces. A blow or ram from the Katabisha at full speed is said to equal a blow from a hammer weighing 2,000 tons.



THE INVINCIBLE WAS AHEAD.